

France and Britain Reject German Peace Terms

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RAILROADS IN WAR BOARD CONTROL; M'ADOO AIMS TO END FREIGHT TIE-UP

"CANNOT ACCEPT A PEACE BASED ON THE STATU QUO," FRENCH REPLY TO GERMANY

"Achievement of Allies' Purposes Essential to Future Freedom of Mankind," Says Lloyd George—British Labor Endorses Wilson's Policy.

PARIS, Dec. 28.—France will refuse to negotiate any German-proposed peace such as the debt terms announced by Count Czernin provide, Minister of Foreign Affairs Pichon declared today to the Chamber of Deputies.

His declaration was received with great applause.

"Germany is trying to involve us in her Maximalist negotiations," the Foreign Minister said. "After suffering as we have we cannot accept peace based on the statu quo. By agreement with our allies we are ready to discuss direct propositions regarding peace, but this is indirect."

"At the conference in Paris a programme was drawn up, and in consequence unity of action on the part of the Allies will make itself felt, even to Macedonia. Germany and her allies have undertaken the impossible task of conquering the world. The world will conquer them."

"In this war France will have played a great role, for, as Roosevelt has said, she will have saved humanity."

After referring to the German declaration that Alsace and Lorraine would never be surrendered, M. Pichon said:

"The question of Alsace-Lorraine does not affect France alone. It is a world question. It is not a territorial problem, but a moral problem—on its solution depends whether or not the world shall have a durable peace."

Referring to the war aims of France, the Foreign Minister said the first was to conquer.

"But why?" he went on. "To assure a world peace of justice and fraternity. We desire the liberation of our occupied territories, just reparation for what has been terribly torn from us, reintegration of Alsace-Lorraine, reparation for damages sustained and a guarantee of durable peace by international agreements."

"Repeat that last phrase," Pierre Renaudel interjected.

M. Pichon repeated it, adding:

"The reference is to a society of nations."

"You should have said so," M. Renaudel rejoined.

"We are in perfect agreement with President Wilson on that point," M. Pichon said. He then quoted President Wilson's words to the effect that the immediate task was to win the war, adding:

"It never has been the intention of President Wilson or the Allies to destroy the German people."

ALLIES' AIMS MUST BE ACHIEVED, SAYS Lloyd George.

LONDON, Dec. 28.—"Achievement of the purposes for which the Allies are fighting is essential to the future freedom and peace of mankind," said Premier Lloyd George in a letter which he sent today to the Labor Congress. The Premier's statement is regarded as the British reply to the German peace offer.

Emphatic endorsement of President Wilson's policy.

(Continued on Second Page.)

ONLY 13 ZEPPELINS LEFT TO GERMANY OUT OF BIG FLEET

Thirty-five Reported Totally Destroyed, and Five Disabled or Missing.

By W. S. Forrest.

WITH THE FRENCH ARMIES IN THE FIELD, Dec. 28 (United Press).—Germany's Zeppelin programme, announced with boastful pride in 1914, stands a failure. Accurate figures show that of fifty-three Zeppelins put into commission since 1914, thirty-five have been destroyed, two have been badly damaged and put out of commission, two possibly destroyed, now missing.

One badly damaged, temporarily out of commission in December.

Thirteen remain in service, eight of which are detailed to the North Sea, two to the Baltic and three as experimental or school ships.

Raid over France, England and Belgium have cost the Germans seventeen Zeppelins, eight having been accounted for in England, five in France and four in Belgium. Accidents by fire, wind and lightning have destroyed at least eight in Germany.

Zeppelin M numbers, according to accurate calculation, started with "L-1" and ended with "L-57." Numbers between 25 and 30 have not been employed, leaving 33 to be accounted for. "L-1" and "L-2" were destroyed before the war. The first fell in the North Sea and the second was accidentally burned at Fribourg.

In addition to Zeppelins, Germany has had in commission since beginning of the war at least thirteen airships of the "Schutte-Lanz," "Gross" and "Parseval" types. Of these possibly seven remain in service, two as non-combatant instruction ships.

HAIG SPECIALLY HONORS AMERICAN WOMEN NURSES

Representatives of the Presbyterian Hospital and Other Units in List Sent to London.

LONDON, Dec. 28.—Field Marshal Haig, the British commander in chief, has submitted a list of names of persons serving on the western front as deserving special mention. The list contains the names of many Americans attached to the American Army Nursing Corps. The names of the women mentioned are: Miss B. M. Alexander, Chicago unit; Miss S. Briggs, Lakeside unit, Cleveland; Miss J. Christie, Presbyterian Hospital unit, New York; Miss C. Cuppidge, St. Louis unit; Miss M. Dunlop, University of Pennsylvania unit, Philadelphia; Miss H. M. Gerard, Harvard University unit; Miss C. Hall, Harvard unit; Miss H. G. McClelland, Philadelphia unit; Miss L. McKee, Lakeside unit; Miss L. Marshall, Presbyterian Hospital unit; Miss J. C. Stinson, St. Louis; Miss D. Arch of the Chicago unit.

SNOW AND COLDER HERE.

More snow and a new cold wave are on the way to New York, according to the Weather Bureau. Warning issued this morning. The storm is expected to arrive tonight with a minimum temperature of 20. Tomorrow it will be "much colder."

WILSON IS 61 TO-DAY.

WASHINGTON, Dec. 28.—President Wilson is celebrating his sixty-first birthday today. Congratulatory letters and messages are piling into the White House. This morning the President paid a call on Mrs. Wilson and later looked on the railroad address he will deliver to Congress next week.

TWO NEW YORKERS CITED FOR BRAVERY BY FRENCH



EDWIN M. POST.

Lieut. Post, His Airplane in Flames, Lands Safely and Saves Valuable Instruments.

WASHINGTON, Dec. 28.—Lieut. Edwin M. Post Jr. and Private Frank A. Ross of the American expeditionary forces have been cited for gallantry in French army orders.

Letters of commendation written them by Gen. Pershing's Chief of Staff were made public today by the War Department.

Lieut. Post, son of Mrs. Price Post of Tuxedo Park, N. Y., during a flight at the aviation school at Pau, found his machine breaking into flames, but managed to make a safe landing and rescue his instruments.

Private Ross, a nephew of Charles Cooper of No. 1529 73d Street, Brooklyn, distinguished himself by courage under fire during a recent bombardment. He was gassed, necessitating his removal to a hospital.

HUNDREDS OF U. S. FLYERS REACH SCHOOL IN ITALY

Austrian Troops From Roumania Seen on the Piave River Line.

WASHINGTON, Dec. 28.—A dispatch received from Rome today says:

"Some hundreds of American aviators assigned to a school in a southern Italian town, constitute the first American corps to reach Italy."

Austrian troops from the Roumanian front have been observed to arrive behind the enemy lines at the front."

REILIN, (via London), Dec. 28.—"Increased firing" on the Asiago plateau around Tomba Ridge throughout the day, was reported in today's official statement.

HOOVER WOULD BRING FOOD FROM THE PACIFIC IN SHIPS

Thinks That Would Help Relieve the Congestion—Holds Conference Here.

Federal Food Administrator Hoover, who arrived here today, held a conference with men representing coastal shipping interests and announced afterward that there had been discussion of the possibility of using more extensively the coasting ships to bring supplies from the Pacific to the Atlantic and thence distributing them inland. This he said would help relieve railroad congestion.

Mr. Hoover said he had hoped for great results from the Government control of the railroads. Congestion of the roads now, he said, is doing much to render more difficult the work of the Food Administration.

NEW YEAR'S SPECIALS.

\$10.00 Men's Overcoats and Suits, \$6.00. THE "HUB" Clothing Store, Broadway, near 42d St. opp. Woolworth Building, will sell today and Saturday the balance of our \$10 & \$12 Men's Suits and Overcoats, gray, brown and black, priced at \$10.00. Special price today and Saturday, \$6.00 and \$7.50. Open Saturday evening till 10 o'clock. Club City, Broadway, 301 Broadway.

PANIC AS BLOW-OUT SPREADS FIRE ON 'L' TRAIN; MANY HURT

B. R. T. Passengers Rushed Across Bridge While They Fight to Escape.

A carload of injured, hysterical, fainting women and men came over the Williamsburg Bridge this morning to Essex Street, where ambulances and surgeons from the Gouverneur Hospital took charge.

It was in the third car of a seven-car train bound for New York that trouble started with a motorbox blowout which sent fire into the faces of passengers near it. But that was only the beginning.

The blowout occurred just after the train left the Myrtle Avenue station and was approaching Flushing Avenue. In an instant the car was full of smoke and panic. Men smashed windows with their fists and there was a rush for the rear door, which was at once jammed with struggling men and women. Nobody dared try the front door because that was where the motorbox was located.

Hysteria was increased by the refusal of the guards to stop the train. Policeman Rohrback, who was in civilian's clothes, pulled the emergency brake, which brought the train to a jolting stop and this added to the confusion and fright. Several were thrown off their feet.

The exact number of the injured is not known because many, after receiving first aid at a drug store, went home without giving their names. Most of them were burned on the face and hands or suffered from shock. The clothing of two passengers caught fire. The police list follows:

Henry J. Bohlen, No. 34 Vanderveer Avenue, Woodhaven, L. I., taken to Gouverneur Hospital; Rebecca Kadish, stenographer, No. 3005 Fulton Street, Brooklyn, same hospital; J. J. Boylan, No. 746 Bushwick Avenue, Brooklyn; Bernadette O'Connor, No. 216 Marcy Avenue, Brooklyn; Christopher Moore, twenty-five, No. 25 Syosset Street, Woodhaven; Josephine McKnight, stenographer, No. 328 Woodland Avenue, Woodhaven; May Groll, stenographer, No. 35 Himmer Street, Brooklyn; H. B. Smith, No. 5 Adelphi Street, Brooklyn; Margaret Smith, No. 51 Hillside Avenue, Woodhaven; Lillian Drury, No. 21 Amburst Avenue, Jamaica.

Miss Bernadette O'Connor described the accident after she had recovered in some degree at the Clinton Street Police Station.

"I was near the rear door of the third car when it happened and a moment later I couldn't move because so many people were pressing about me. When the train stopped the guards wouldn't open the gates, but somebody else did and I helped down to the boardwalk between the trucks. A lot of others helped down too and we wanted to walk to the station, but the guards made us get into the fourth car."

"Then we supposed the train would stop at the next station, but it didn't, nor at the one beyond, nor the one beyond that. They insisted on going through without a stop, over the bridge. Women were fainting and screaming."

When the blowout occurred Miss Kadish, one of the injured, was near the motorbox. The flash set fire to her clothing and John Cronier, a porter clerk, used his overcoat to put out the flames that were licking Miss Kadish's skirt. But Cronier's own clothing caught fire and he turned the woman over to Policeman Scriven. Several other policemen were on the train and they did their best to quiet the panic.

Detective McKenna has been assigned to investigate the accident. Capt. O'Connor of the Clinton Street police station took the names of several witnesses. He wants to know why the train proceeded to Essex Street, a fifteen minute trip, when injured passengers needed immediate attention.

FIVE HEADS OF RAILROAD LINES TO DIRECT THE OPERATION OF ALL RAILROADS OF NATION

War Freight to Have Precedence Under New Regime—Transfer of Systems Effected Without a Ripple—Economy to Be the Watchword of Government Control.

BROOKLYN TO GET MOST OF BIG JOBS IN HYLAN CABINET

Coler Selected for Charities Commissioner and Dr. Doyle for Fire Head.

The only appointments for the new Municipal Administration that have been definitely decided upon by Mayor-elect Hyman are the following: Corporation Counsel, WILLIAM P. BURR of Manhattan.

Dock Commissioner, CONGRESSMAN MURRAY HULBERT, who will resign his seat Jan. 10 to take city office.

Commissioner of Charities, BIRD S. COLER of Brooklyn.

Fire Commissioner, DR. WILLIAM F. DOYLE of Brooklyn.

Health Commissioner, DR. KEVIN O'DR. HERRY, both of Brooklyn.

Commissioner of Correction, to some Bronx man, not yet selected.

The Police Commissionership is still unfilled.

Grover Whalen, prospective secretary to Mayor-elect Hyman, was introduced to Mayor Mitchell in City Hall today by Aldermanic President Frank L. Dowling. Mr. Whalen called to arrange details of the simple ceremony which will mark Mr. Hyman's induction into office.

The Mayor-elect will meet in the public reception room of City Hall at noon Jan. 1. After the customary speechmaking in which the outgoing Mayor will "turn over" the management of the city to the new head, Mayor Mitchell will depart and his successor will immediately summon his prospective appointees before him and swear them in. This done, he will briefly outline his policy to them, explaining the aim of the new Administration.

The new Board of Estimate and the new Board of Aldermen will meet next Friday and formally organize.

HYLAN AT WHITE HOUSE.

Mayor-Elect Has a Five-Minute Talk With Wilson.

WASHINGTON, Dec. 28.—Judge John F. Hyman, Mayor-elect of New York, had a five-minute conversation with President Wilson today.

The Mayor-elect was accompanied by his Secretary and Representative Thomas F. Smith of Tammany Hall. He told inquirers he had come only to pay his respects and declined to answer all other questions.

Afterward it was said that Judge Hyman had pledged to the President the support and resources of New York City in the war.

Director General McAdoo was conferring at the time with the members of the Railroad War Board and Herbert S. Lovett, Chairman of the Priority Shipments Committee.

Although McAdoo became Director General of the world's greatest railroad system precisely at noon he was so interested at the conference that the time slipped by and it was 12.30 before somebody called his attention to the fact that the most stupendous deal in railroad history had been effected.

The members of the war board—all railroad executives, who have been working, within the limitations of